Daily Diary Report by Bid Item

Contract No.: **04-0120F4**	**04-0120F4** **04-SF-80-13.2/13.9** **Self-Anchored** **Suspension Bridge**

Diary #: 581 Const Calendar Day: 154 **Date: 05-Nov-2012 Monday**

Inspector Name: Brignano, Bob **Title: Transportation Engineer**

Inspection Type:

Shift Hours: **Break:** **Over Time:**

Federal ID:

Location:

Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

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Weather

Temperature 7 AM **12 PM** **4PM**

Precipitation **Condition** clear

Working Day ☑ If no, explain:

Diary: Dispute

General Comments

SPARE PART STORAGE YARD - UNLOAD MATERIALS - CCO 96;
E2 BEARINGS AND SHEAR KEYS - CCO 215 SPARE RODS, NUTS, AND WASHERS:

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CT Engineer Roman Granados received a call this morning from ABF Engineer Katherine Quillin to unlock the gate to the storage yard down Burma Road so that some material could be stored there. I opened the gate for what turned out to be a truck load of E2 Bearing and Shear Key rods, nuts, and washers. These are the contingency rods, nuts, and washers purchased under CCO 215 for risk management. These are now spare materials and are being stored in the storage yard down Burma Road, with unloading of material there being covered by CCO 96.

I directed ABF to put the material at the west end of the yard, just in front of the spare bolts, nuts, and washers for the spare struts for the tower, because that is the area that will not be affected by the future warehouse work so the material will not need to be double handled prior to completion of the warehouse.

The rods came on pallets and wrapped in burlap to protect the threads, the nuts came in cardboard boxes with open tops, and the washers came in closed cardboard boxes. I told ABF Engineer Katherine Quillin that the material needed to be covered to protect it before the next forecast rain later this week, and she had ABF's laborers cover the material with plastic later in the morning.

The material arrived on a truck at 0700 at Pier 7, ABF unloaded the material before realizing that it shouldn't be stored at ABF's yard. Then, the material was loaded back on the truck and ABF called CT open the gate to the storage yard. The truck along with 2 forklifts arrived at the storage yard around 0800. The large forklift was operated by an operator (Daniel Allen) and the small forklift was operated by an ironworker (Bob Russell). Unloading the material from the truck was completed about 0830, but with the time for the forklifts to drive to and from the storage yard down Burma Road, the work on the CCO was about an hour. The laborers arrived at the yard around 0900 and they were done around 1200, but ABF only requested 1.5 hours of time for this work. The laborers used clear visqueen with securing tie wire to cover the tops of the material.

The signed Extra Work Order with ABF is for the following:
Ironworker Foreman Bob Russell - 1 hr.
Operator Daniel Allen - 1 hr.
Small Forklift, ABF ID 002307 - 1 hr.
P360 36,000 pound forklift, ABF ID 002131 - 1 hr.
Laborer Foreman Everardo Herandez - 1 hr
Laborer Ignacio Garcia - 1.5 hours

Laborer Zhen Li - 1.5 hours
Kubota Cart - 1.5 hours
1 roll of visqueen

See the attached Extra Work Order - Signed with ABF for CCO 96 work

ITEM 64, INSTALL STRUCTURAL STEEL (BRIDGE) (PIPE BEAM) (HINGE AW & AE);
CCO 120, HINGE A MODIFICATIONS;
FORM FOR GROUT BETWEEN BEARINGS AND DIAPHRAGM SLEEVES:

The work at Hinge A is primarily inspected by others. I also have the following observations on the work at Hinge A:

ABF laborers continue fabricating forms for the grout pours that will be between the bearings and the diaphragm sleeves. They are cutting the curved surfaces and checking the fit of the forms. Note that they cannot install the forms yet because the HPB's are not in the final positions/alignments and the bearings have not be put in their final positions with the gap to be grouted not determined yet.